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WASHINGTON POST
Caspar W. Weinberger

16 November 1981

Pg. 13

It's Harold Brown Who's Wrong

Serious misconceptions regarding the Reagan administration's overdue program to "Rearm America" continue to surface in public debate, in Congress and in the press. Some of these misconceptions appeared on The Post's op-ed page of Nov. 11 in an article ["Wrong on the B1, Wrong on the MX"] by former Defense Secretary Harold Brown, for whom I have high esteem. They should be corrected.

The administration was given a sweeping mandate by the American electorate last autumn to carry out a massive, admittedly costly, defense program. The reason, I believe, is clear. In the 1970s, the nation, trusting overly in the spirit of "détente," debated—while the U.S.S.R. continued, undramatically but inexorably, to arm. The Soviet Union today not only has matched our previous nuclear superiority; it has far exceeded our conventional military strength and is rapidly projecting its power beyond the needs of legitimate defense. I need only cite Afghanistan, Ethiopia, Angola, South Yemen and Cuba.

Taking Exception

Unless we move promptly, the U.S.S.R.'s military buildup will carry it past us, leaving us in the position of permanent, dangerous inferiority. The United States could be subject to nuclear blackmail, cowed from moving boldly to defend itself and its allies in a crisis. This we cannot—and will not—risk.

In this dangerous—if not yet critical—situation we must modernize both our aging bomber fleet and our increasingly vulnerable intercontinental ballistic missile force. The administration has no intention of abandoning the time-tested "Triad": land-based missiles, sea-based missiles and air-breathing strategic systems. We need all three.

The B52 bomber, workhorse of our bomber fleet, is more than 25 years old. While still useful, it is increasingly costly to maintain. Its large radar "cross-section" and slow speed make it vulnerable to Soviet air defenses, and because it cannot be "hardened" to withstand nuclear blast, or take off quickly, it is increasingly vulnerable to Soviet submarine-launched missiles.

By contrast, the new, highly improved B1B bomber not only has one-one hundredth the radar cross-section of the old B52 but no more than one-tenth the cross-section of even the first B1 model cancelled by the Carter administration in 1977. The new B1B employs extremely sophisti-

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BALTIMORE SUN 16 November 1981 Pg. 8

Weinberger backs Reaganomics

Washington (AP)—Defense Secretary Caspar W. Weinberger, in an interview published yesterday, affirmed the Reagan administration's commitment to "rearming the country" despite a troubled U.S. economy.

"The mere fact that we have some economic problems at the moment does not seem to me any reason whatever to return to the days and the ways that produced so much inflation—the days of heavily inflated domestic expenditures for programs that satisfied only some constituencies but did no real good," he said.

"We have been overspending for government as a whole but not for defense," Mr. Weinberger said in a copyrighted interview in *U.S. News & World Report* magazine.

Mr. Weinberger said rearmament "is a very expensive and a very lengthy process. It isn't anything you can do overnight." But he added that "we have the revenue necessary to do it from the tax base that the president now has established."

The defense secretary also defended the administration's decisions to deploy 35 MX mobile missiles in existing missile silos and to build the B-1 bomber.

WASHINGTON POST (16)
15 November 1981 Pg. 27

U.S. Paratroopers Land In Egypt for War Games

By Loren Jenkins
Washington Post Foreign Service

WESTERN DESERT, Egypt, Nov. 14 — A reinforced battalion of crack U.S. paratroopers parachuted into the Egyptian desert today after a nonstop flight from the United States in the most ambitious test of the 2-year-old U.S. Rapid Deployment Force.

The airdrop, the first exercise of a series of joint Egyptian-U.S. military maneuvers here called Operation Bright Star 82, coincided with the conclusion of the 40-day Moslem mourning period for slain Egyptian president Anwar Sadat who had helped plan the exercises aimed at training U.S. and Egyptian troops to react to any threat in this volatile region.

Within hours after the airdrop of 865
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BALTIMORE SUN 14 November 1981 (16) Pg. 1

Rickover to retire in '82, offered job as Reagan aide

By Charles W. Corddry
Washington Bureau of The Sun

Washington—Adm. Hyman George Rickover, father of the nuclear Navy and a "truly legendary" figure, is to be retired from the naval service next year at age 82, and has been offered a post as presidential adviser on nuclear science, the Defense Department announced yesterday.

Navy Secretary John G. Lehman, who explained the delicate arrangements for

the testy admiral's replacement by a younger man, said President Reagan's offer of a civilian post was "not a sop." It was a serious effort to bring Admiral Rickover's talents to bear on problems in the nuclear power industry, he said.

The admiral, whose persistence against the Navy establishment in the 1950s created the world's first nuclear-powered ship—the submarine Nautilus—has not decided whether he will move to the White

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WAR GAMES...Continued

men from the 82nd Airborne Division and their 180 tons of equipment into a preselected desert landing zone 40 miles northwest of Cairo. Jihan Sadat, Sadat's widow and her four children, accompanied by the self-proclaimed shah of Iran, Reza Pahlevi, visited the temporary tomb of the late Egyptian president at the tomb of the unknown soldier in the Cairo suburb of Nasr (Victory City) for private prayers.

The prayers over Sadat's temporary tomb, 200 yards from the reviewing stand where he was shot to death while watching a military parade Oct. 6, were held as his successor, President Hosni Mubarak, delivered a speech urging Egyptians to join forces for national reconciliation and to bring about the sort of economic and industrial reforms that might stifle the Moslem fundamentalist terrorism that led to Sadat's assassination.

"The world is watching us closely, fearing that the causes for which Sadat lived may be threatened by his death," the Egyptian president said in a eulogy delivered in the hall of his party's central committee as the desert exercises got underway. "But words are not enough. We must honor the memory of Sadat by translating his dream and hope into action. This is our challenge, we must not fail."

The exercise, part of a month-long operation that involves 4,000 Americans in Egypt and 2,000 in exercises in Sudan, Somalia and Oman, had been preceded earlier in the week by a 10,000-foot night air-drop of a team of Special Forces Green Berets and an Air Force Command Control Team to secure the half-mile by quarter-mile landing zone.

Today at 9 a.m. local time, after a squadron of A10 Thunderbolt II tactical fighter bombers had staged 10 minutes of simulated runs over the sandy drop zone, a flight of two dozen C130s and C141 Starlifters — six of which with 602 paratroopers of the 82nd Division's second battalion having flown 14 hours nonstop from Ft. Bragg, N.C. — swooped in over the desert to disgorge their men and materiel in a near perfect parachute drop which lasted barely six minutes. They then linked up with a battalion of the mechanized 24th Infantry that had flown into Egypt with its M60 tanks and M113 armored personnel carriers coming by sea.

Part of today's 865-man force flew to Egypt from unidentified staging bases in Europe.

After watching the airborne drop flanked by high-ranking Egyptian officers in a reviewing stand a mile from the drop zone, Lt. Gen. Robert C. Kingston, the head of the Rapid Deployment Force proudly said, "It was a good exercise, a good drop."

BROWN WRONG...Continued

cated "avionics"—electronic countermeasures that will make it capable of foiling advanced Soviet defense/detection measures well into the 1980s, as William Casey, director of central intelligence, and I jointly notified Congress last week.

Eventually, when Soviet defenses do catch up, it will still be highly effective, armed with cruise missiles for nuclear, or conventional, bombing missions.

Early replacement of the B52 by the B1B will give us vital protection during the dangerous "window of vulnerability" in the mid-1980s and will not delay development of the advanced technology, or Stealth, bomber. The latter is still in its early stages. Potentially, we believe, it will revolutionize air warfare, but it would be risky to force a "crash" program, which might fail, and to be forced to depend, meanwhile, on obsolescent B52s. Such a course might prove more costly than the projected combination of B1B followed by the Stealth system that the administration is recommending.

We must modernize our land-based missiles no less than our bomber force. In our judgment the MX is the answer: in throw-weight, accuracy and flexibility. It provides us with a needed "counter-silo" capability.

The question is, of course, where to base it. Initially we intend to base it in specially hardened Titan and Minuteman silos as a credible, necessary and immediately available deterrent to Soviet attack. This will give us breathing time to devise a permanent, survivable basing mode: ei-

ther in continually patrolling aircraft, in deep shelters under mountains protected by far more effective ballistic missile defense than we have now or in other combinations as research and technology suggest.

The Carter administration's multiple basing system was rejected by this administration, after prolonged study, as both unduly expensive and vulnerable. The Soviets would need only to increase the number of nuclear re-entry vehicles to saturate it.

A "mix" of B1B penetrating bombers and MX missiles will force the Soviet Union into a costly restructuring of its entire defense system, including command, control and communications networks, thus diverting into defense monies that might otherwise have been available for offense. This will cover our vital defense needs until, by the end of the decade, we will have devised a permanent survivable basing mode for the MX.

National defense is, admittedly, expensive. As a former secretary of health, education and welfare, I understand the need for social programs. But we do not live in an ideal world. For 10 years, we have been force-feeding social programs and starving defense. We cannot risk further delay. The question should not be whether we can "afford" to defend our nation—but whether we can afford not to.

The writer is secretary of defense.

He said that while in an emergency it would take four full days for a similar force to be flown to the area, he could put one airborne battalion into the region "within 24 hours."

The significance of the exercise was that for the first time since the Rapid Deployment Force was created March 1, 1980, it had managed to fly a full combat contingent overseas and land it ready to fight with all of its provisions and equipment, including 105 howitzers, quarter-ton jeeps with antitank missiles and its new six-wheel, all-terrain Gamma Goat vehicles.

Only one vehicle, a Gamma Goat was damaged in the drop when its parachute failed to open properly, and a major, whom the military refused to identify immediately, suffered a broken hip, and two other paratroopers were slightly injured in landing.

The marathon flight was deemed a successful test of the Rapid Deployment Force's newly developed scheme to avoid "jet lag" for its fighting troops during long flights overseas.

U.S. Military officials here said the airborne troops were "programmed" for the transatlantic flight by gathering them early

at Ft. Bragg where they were quickly put on Egyptian time and sleep and feeding schedules. In the air last night they were given a high carbohydrate diet as soon as they boarded their planes, then allowed to go to sleep for eight hours on litters while the plane's temperature was raised to 80 degrees to induce sleep. Hours before reaching Egypt they were awakened, fed a high protein diet of ham and egg omelets and fruit, rigged for parachuting and dropped.

The airborne and mechanized infantry battalions will spend the next week in small unit training operations with their Egyptian counterparts and exchange tactics and compare equipment with Egyptian units. Later this month the 4,000-man U.S. Force will join a similar force of Egyptians in two days of maneuvers on the Western Desert that will be highlighted by a live, low-level bombing run by a squadron of B52 bombers flying nonstop out of Minot Air Force base in North Dakota.

Along with the bilateral exercises the U.S. forces are staging in Egypt, they will also be holding lesser operations in Somalia, the Sudan and Oman.

Reagan gets his first ride aboard 'Doomsday Plane'

By Maureen Santini
Associated Press

WASHINGTON — President Reagan and his top three aides flew to Washington yesterday aboard the so-called "Doomsday Plane," a sleek \$117 million jumbo jet equipped to serve as an airborne command post in a nuclear war. The President called it a "great, fascinating" flight.

No reporters were permitted to fly with the President, but deputy White House press secretary Larry Speakes later quoted Reagan as saying he was highly impressed and as adding, "It gives me a sense of confidence."

After a weekend in Texas visiting the Houston Space Center, attending a political dinner and hunting wild turkey, Reagan became the second president to fly in the plane, which is based at Andrews Air Force Base near Washington and is ready to take off at a moment's notice.

Presidential counselor Edwin Meese 3d, who did not accompany Reagan this weekend, flew to Texas specifically to ride back with him in the aircraft. Two other top advisers, Chief of Staff James A. Baker 3d and Baker's deputy, Michael K. Deaver, also joined the President aboard the plane after hunting with him at a Texas ranch owned by a relative of Baker's wife.

Speakes said before takeoff that Reagan's flight was for orientation purposes and was not intended as a test of the aircraft, although some White House officials are known to be concerned about the adequacy of emergency procedures.

"The military likes to have all new presidents get an opportunity for an orientation," Speakes said.

White House aides said that the plane went through a simulated emergency takeoff when it left San Antonio.

The President was briefed by Air Force Lt. Gen. Phillip Gast, director of operations for the Joint Chiefs of Staff, and Col. James Kidd, chief of the National Emergency Airborne Command Post, the official name for the airplane, Speakes said after landing.

Army Col. George McCoy, team chief, gave Reagan a tour on which

RICKOVER...Continued

House, Mr. Lehman told a press conference.

The news was broken to Admiral Rickover yesterday morning by Defense Secretary Caspar W. Weinberger and Mr. Lehman, the Navy's civilian head. Mr. Lehman, said the admiral was "very attentive and polite and went away to consider" the White House offer.

Did he say he would just as soon stay on in the Navy, where he is in charge of nuclear-reactor development? Mr. Lehman was asked. "Yes," he replied.

In determining to replace Admiral Rickover, after a "transition period" to break in a successor, the Reagan administration took a step that several previous administrations were unwilling, fearful or against taking.

There was a time, and not long ago, when the admiral had such a power base in Congress that no administration would court the outrage his retirement would cause. In those days, differences between Admiral Rickover and the Pentagon on shipbuilding plans likely as not were resolved in the admiral's favor.

Just five years back, for example, Adm. James L. Holloway III, then the chief of naval operations, had a letter hand-carried to several senators to explain that there was only one shipbuilding program put before Congress by the administration.

Admiral Rickover, who had proposed more nuclear ships, had offered views that "are not a shipbuilding program" but his "personal views," the Navy's top uniformed officer said.

The House by that time had approved the Rickover plan. In the end, the admiral won some and the Pentagon won some on what ships to build.

Much of Admiral Rickover's power base has eroded now, however, and under questioning yesterday, Mr. Lehman said he had received "5 to 10" letters from members of Congress urging against the admiral's retirement.

Congress wants to be sure that Admiral Rickover's "enormous historic stature" is recognized, Mr. Lehman said.

The Navy head, himself 39 now and a child of 7 when Admiral Rickover took charge of naval reactor development, said it would be hard to describe the admiral "without plunging into hyperbole."

Sixty-three years after his entry into

the Naval Academy at Annapolis, Mr. Lehman said, Admiral Rickover is a "truly legendary" man.

Why retire him? reporters asked.

Well, said Mr. Lehman, the baton had to pass sometime and "I wanted to start it now." He wanted a "younger man," he acknowledged, but on the other hand he couldn't bring himself to blame the admiral's age.

Mr. Lehman professed to no firsthand acquaintance with Admiral Rickover's much-advertised clashes with shipbuilders over contract performance, including both costs and workmanship, and his end runs to Congress to get big nuclear ships authorized.

The admiral's successes came at what then seemed a late stage of his career. He was born in Russia in 1900, the son of a Jewish tailor who moved the family to Chicago.

In 1953, he was a Navy captain, pushing mightily for nuclear-powered ships, and was about to be forced into retirement by the hierarchy of admirals. He had been passed over for promotion and was about to go.

But the then Navy secretary, Robert B. Anderson, convened a board and gave it a prescription so tightly worded that there was utterly no choice but to promote Captain Rickover to rear admiral.

The new admiral already had been in charge of naval nuclear reactor development in both the Navy and the Atomic Energy Commission since 1949.

From 1953, his rise to four-star admiral was a certainty, as was his extension on active duty every two years after he reached the normal retirement age of 62.

No skipper for an American nuclear-powered ship has ever been selected without passing a grueling personal interview — or encounter — with Admiral Rickover. He was, as the skippers have told it, truculent, awe-inspiring and, ultimately, beloved. One of those who received a grueling Rickover interview was a young naval officer named Jimmy Carter.

The admiral's titles have been deputy commander for nuclear propulsion in the Naval Sea Systems Command and deputy assistant secretary for naval reactors in the Energy Department, which took over the old Atomic Energy Commission's nuclear work. The titles, however, do not begin to reflect the influence he exercised, as any naval officer will attest.

Errant Trident missile is destroyed

Cape Canaveral, Fla. (AP)—A Trident missile fired from a submerged submarine veered off course yesterday and had to be destroyed by an Air Force safety officer, officials said.

The Navy missile was launched at 12:50 p.m. from the USS Benjamin Franklin, cruising below the surface about 50 miles off the coast of Cape Canaveral.

Maj. James Moore, spokesman for Patrick Air Force Base, said the launch and ignition of the missile's first stage were normal, but a malfunction caused the missile to veer off course 55 seconds after launch.

An Air Force range safety officer immediately pushed a button in the control center and exploded the missile, he said.

Officials were studying data to determine the exact cause of the failure, Major Moore said.

Major Moore declined to say which way the missile veered.

The Trident has a range of 4,900 to 6,900 miles, compared to the 2,880-mile range of the Poseidon missiles.

The Benjamin Franklin is among several nuclear submarines converted from Poseidons to carry the Tridents while specialized Trident submarines were under construction. The first Trident sub was commissioned last week.

Each time a submarine undergoes the conversion, test firings are conducted called Demonstration and Shakedown Operations.

Yesterday's incident was at least the second time that a Trident missile has been aborted.

WASHINGTON POST 16 November 1981 Pg.20

London Paper Publishes Report That Spies Wrote for Vice President

LONDON, Nov. 15 (UPI) — A High Court judge issued a temporary injunction barring the Sunday Times newspaper from publishing details of allegations that previously unidentified members of a Soviet spy ring once helped write a speech for an American vice president.

The Sunday Times avoided giving the nationalities of the spies, describing the agents as men "identified by British intelligence as Communist activists who lived in the United States for years."

But it said the men "had close ties with both the United Nations and the White House" and "on at least one occasion, helped write a speech for a former American vice president." The article did not indicate for which vice president the speech was allegedly written.

The most infamous Soviet espionage ring in the United States involved British master spy Kim Philby, the "third man" in the ring,

who served in the United States from 1949 to 1952. In 1953 when his cover was blown, Philby fled to the Soviet Union.

The injunction barring the identification of the alleged spies runs until Thursday and has to be argued in court for a final decision.

One of the men involved flew to London Friday night and consulted his lawyers, the paper said.

"At a three-hour meeting in a London hotel that night he flatly denied allegations contained in documents from the U.S. State Department and intelligence," the paper said.

The London Observer, meanwhile, renewed speculation that the late head of Britain's vaunted MI5 military intelligence, Roger Hollis, was a Soviet spy for 27 years. It said intelligence officers believe Hollis may have destroyed documents incriminating him before he retired in 1965.

PHILADELPHIA INQUIRER
16 November 1981
Pg.3

The U.S. defense chief affirms the Reagan defense commitment.

In an interview in U.S. News & World Report magazine, Defense Secretary Caspar W. Weinberger said the administration will carry out its commitment to "rearming the country" despite a troubled U.S. economy. He said defense spending should not be cut back and that "we have been overspending for government as a whole but not for defense." He said rearmament efforts would demonstrate "to the world that we are a far more reliable and dependable ally" than in the past. He said that rearmament "is a very expensive and a very lengthy process. It isn't anything you can do overnight." The defense secretary also defended the administration's decisions to deploy 35 MX mobile missiles in existing missile silos and to build the B-1 bomber.

REAGAN...Continued

he met the large crew. "He went over the plane from stem to stern," Speakes said.

The President spent the rest of the three-hour flight doing paperwork in his compartment, the spokesman said.

Asked about the flight by reporters who greeted him at Andrews, Reagan said it was "great, fascinating."

The President has several options in the event of a nuclear attack. He could remain at the White House bomb-shelter-like command post or be taken to another of the underground command posts around the country. He could go directly to the doomsday plane or instruct it to pick him up at another location away from the nation's capital.

The sophisticated jet is kept under tight security guard at the Maryland base, a seven-minute helicopter ride from the White House.

Former President Jimmy Carter became the first chief executive to

NEW YORK TIMES
16 November 1981 Pg.17

U.S. Post in Taiwan Filled

WASHINGTON, Nov. 15 (UPI) — James R. Lilley, a career intelligence officer with the Central Intelligence Agency, has been appointed director of the Taipei office of the American Institute in Taiwan, it was announced today. The institute was established under the Taiwan Relations Act as the vehicle for dealings with the Nationalist Government after President Jimmy Carter broke diplomatic relations with Taiwan in January 1979. Mr. Lilley replaces Charles T. Cross, who has resigned.

use the aircraft when he flew to Georgia about three weeks after taking office. He called it "a sobering experience."

The nation currently has four of the planes, a military version of the Boeing 747, and the Air Force hopes to get two more. The first was acquired in December 1974.

Up to 94 passengers can be accommodated on the jumbo jet, including a carefully screened crew of 27 and a 15-member battle staff.

WASHINGTON POST
16 November 81 Pg.19

General Hints at U.S. Role

PANAMA CITY, Nov. 15 (UPI) — The commander of all U.S. troops in Central and South America says the situation in El Salvador is very "fragile" and Washington must make it clear to leftist guerrillas — with military force if necessary — "you're not going to get El Salvador."

"Something must be done to bring these bandits under control," said Lt. Gen. Wallace Nutting, head of the Panama-based U.S. Southern Command. "It is a very long and costly process."

[Nutting's remarks followed several recent statements by Secretary of State Alexander M. Haig Jr. indicating U.S. concern about leftist gains in El Salvador and leaving open the possibility of some kind of U.S. military response either in El Salvador or to block alleged aid to the Salvadoran guerrillas from Nicaragua and Cuba.]

Nutting said he believes the Salvadoran people are behind the U.S.-supported, military-civilian junta, but acknowledged that an estimated 5,000 Marxist-led guerrillas have managed to fight about 20,000 troops to a standoff in a civil war that has claimed about 20,000 lives in two years.

Nutting said the only way to defeat the guerrillas, who he said are backed by Cuba and the Soviets in "a historic intrusion into our hemisphere," was through economic, political and military support for the junta.

"There has to be economic aid of substantial proportions," he said. "There has to be strong political support equal to or greater than the left gets from Nicaragua, Cuba and the Soviet Union. And there must be a security

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PHILADELPHIA INQUIRER
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U.S. admiral denies Caribbean buildup

Reuters

BRIDGETOWN, Barbados — The commander of the carrier Dwight D. Eisenhower has denied charges from Cuba and Grenada that the United States had been building up its military presence in the Caribbean.

Rear Adm. Jerry Tuttle, who has arrived here with the nuclear-powered carrier for a three-day visit, said Friday that any American military presence in the area was solely for training exercises.

Cuba has contended that the United States might invade or blockade the Communist-ruled Caribbean island, which has been accused of shipping arms to leftists trying to overthrow the U.S.-backed government in El Salvador.

NEW YORK TIMES (16)
14 November 81 Pg.10

Senators Are Warned Of Arms Policy Perils

WASHINGTON, Nov. 13 (AP) — A former arms-limitation negotiator urged the Senate Foreign Relations Committee today to make sure that President Reagan's arms policies do not cross the line from deterring a nuclear war to provoking one.

"There is a crossover point where the potential of nuclear forces may provoke nuclear war rather than discourage it," said Gerard C. Smith, chief United States negotiator of the first strategic arms limitation treaty with the Soviet Union.

"I urge you to give paramount importance to the necessity of squelching tendencies working toward making nuclear war seem a winnable proposition," he said.

Mr. Smith was the second former arms-limitation negotiator this week to caution that President Reagan's arms proposals "may be relying heavily on what is called a nuclear war fighting capability."

On Monday, Paul C. Warnke, the chief negotiator during the Carter Administration, said he was concerned about hints in President Reagan's program of "a strategy of nuclear war fighting rather nuclear war prevention."

Both said that risk was increased by accuracy of the new MX missiles. "The deployment of more destructive and accurate missiles will make fingers on nuclear triggers more jittery," Mr. Smith said.

component in the solution."

"The response has to be across the spectrum. I think military action must be part of the response."

CHICAGO TRIBUNE (16)
14 November 1981 Pg.4

Admiral rips Reagan's nuclear plan

WASHINGTON (AP)—A retired admiral who is an outspoken critic of the Pentagon charged Friday that "nuclear weapons planning in the Reagan administration is based on actually preparing to fight and prevail in a nuclear war."

"The Reagan administration appears to have psychologically declared war on the Soviet Union," retired Rear Adm. Gene R. La Rocque told the nuclear weapons subcommittee of the Senate Armed Services Committee.

La Rocque is director of the Center for Defense Information, a Washington-based research organization that often criticizes Pentagon policies.

The subcommittee is holding hearings on President Reagan's strategic arms package, which includes plans for 100 B-1 bombers and 100 MX missiles.

LA ROCQUE SAID the Reagan proposals "will have little impact on the combat effectiveness of the U.S. military" and "will have little or no relevance to the wars we are likely to face over the next 20 years."

He said the cost of the new weapons, which he estimated at \$400 million per B-1 bomber and \$7 billion to put the MX missiles into silos, "is just too high and will weaken civilian support for the military."

"We must move away from our unnecessary obsession with adding more nuclear weapons," La Rocque testified.

The subcommittee's chairman, Sen. John Warner (R., Va.), said Thursday that a plan to enable the MX missile to move around in some fashion will be among the permanent basing options considered by the administration.

WARNER SAID he and Sen. John Tower (R., Tex.), chairman of the full Armed Services Committee, had been assured of "the deceptive basing concept being included by the administration in its study." Although no details were given, he said "mobility would be a feature" of the plan to be studied.

Reagan has proposed putting as many as 40 of the MX missiles in existing missile silos pending a decision in 1984 on a permanent basing plan. He has also called for the construction of the B-1 bombers until a radar-eluding Stealth plane can be developed.

Critics of the program have called for faster development of the Stealth and a mobile MX.

Warner told the subcommittee Thursday that he and Tower were assured that funds for Stealth would "be dictated by engineering and research and development milestones and not fiscal constraints . . . that fiscal considerations will not in any way dictate."

NEW YORK TIMES
16 November 81 Pg. 1

SHUTTLE WEATHERS ITS SECOND MISSION WITH LESS DAMAGE

By JOHN NOBLE WILFORD

Special to The New York Times

EDWARDS AIR FORCE BASE, Calif., Nov. 15 — After a preliminary inspection, space agency officials said today that the space shuttle Columbia suffered "considerably less" visible wear and tear on its second flight than on its first. They said it should be ready for another trip in March.

Only 12 of the craft's 31,000 heat-protective tiles were known to be damaged and to require replacement, compared with 164 tiles that were ripped off or damaged in the Columbia's first flight last April, presumably because there was not so much pressure at liftoff, employees said.

Donald K. Slayton, the astronaut who is manager of the orbital test program, said at a news conference here that the winged spaceship "looks superb, looks considerably better than after the first flight, with considerably less damage."

No Tiles Lost

Unlike on the first flight, none of the delicate silica tiles fell off in launching or landing. But engineers reported that six tiles, on the right side of the fuselage near the cockpit, were inexplicably stripped of their outer coating. Another half-dozen tiles suffered some nicks and gouges, probably from debris kicked up immediately after ignition of the rockets for liftoff.

Technicians at the Dryden Flight Research Center here began draining fuel out of the spaceship this afternoon and preparing it for the trip back to the Kennedy Space Center at Cape Canaveral, Fla. They hope to have it ready by Nov. 23 for its ferry flight, mounted on the top of a modified Boeing 747 airliner.

Third Launch on Schedule

George F. Page, director of shuttle operations at the Kennedy Space Center, said the faulty fuel cell that forced the premature return of the Columbia yesterday would not be removed and examined until the spaceship was back at the launching base. Only then, he said, would the "exact mechanism" of the failure become known.

Despite the failed fuel cell and other more minor problems on the second flight, Mr. Page said there appeared to be no reason to believe that the third of the planned four test flights could not be launched in mid-March as scheduled.

Although no official announcement has been made, the crew for the next test flight is widely known to be Col. C.

NEW YORK TIMES 16 November 1981 Pg. 23

FOREIGN AFFAIRS

Silence on A Noisy Submarine

By Flora Lewis

PARIS, Nov. 15 — Scandinavia was appalled by the nuclear weapons-bearing Soviet submarine that poked into Sweden. But the incident has been treated with peculiar insouciance by the rest of the West, as though it were enough to giggle at the Russians slipping on their own banana peel.

Inquiries at NATO, U.S. Atlantic fleet headquarters at Norfolk, Va., and the Pentagon failed to produce any assessment of the military implications. In fact, officials made it sound as though the whole thing were being brushed aside as too politically embarrassing for the U.S. to look into, although the Navy is fascinated by the military questions raised.

President Reagan and top Cabinet members speak freely about the abstract absurdities of grand nuclear strategy. But concrete and menacing incidents that should be taken up seem to pass beneath attention. Now Mos-

cow is pretending that the whole affair is American embroidery on an innocent accident. It almost blames Sweden for not getting its islands and naval base out of the way when a Soviet sub saunters down the block.

Swedish authorities explain the sub's ability to penetrate so far into their hazardous territorial waters without detection as a vagary of peace. The area is rocky and shallow, and the surprise wasn't that the craft ran aground outside a major naval base but that it got so far before it was stuck.

In peacetime, Sweden relies on sighting intruders because any sub navigating in that area is obliged to surface. The peculiarities of the Baltic with unpredictable changes in water temperature and salinity make a reliable detection system prohibitively expensive, the Swedes say. However, they insist that in an alert or wartime the sub would have been blown up by mine fields that are normally inactivated. That is scarcely reassuring.

Nobody knows exactly what the sub was trying to do, but it was obviously spying. A few days before, the Swedish Navy had been conducting anti-submarine warfare tests in the area, and the Swedes have some particularly advanced devices.

So it is assumed that the sub was snooping around to monitor the tests. But it also was probably charting the channels, reconnoitering for future missions. Possibly, Swedish authori-

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Gordon Fullerton of the Air Force and Col. Jack R. Lousma of the Marine Corps. They trained as the backup pilots for the mission that just ended.

Colonel Fullerton has never flown in space, but he served as a pilot on several of the shuttle landing tests in the California desert in 1977. Colonel Lousma was a member of the crew for the 59-day mission aboard the Skylab space station in 1973.

Plans call for the next flight to run seven days and carry another scientific payload, instruments for astronomical observations. Mr. Slayton said it was not certain now that a full seven-day mission would be attempted, in view of the second mission's failure to go its planned five-day duration. The flight lasted 54 hours and 13 minutes, almost exactly the duration of the first flight.

More Dynamic Stresses

Next time the Columbia would be subjected to even more dynamic stresses in liftoff and approach to landing, testing its aerodynamic characteristics. Another attempt will be made to bring the spaceship down to a runway here where it would be buffeted by crosswinds.

Col. Joe H. Engle of the Air Force and Capt. Richard H. Truly of the Navy had planned on a crosswind landing, but when winds started gusting up to 25 knots, they were diverted to a safer run-

way. Mr. Slayton said that crosswind landings should pose no real problem, although some experience with them was desirable before the shuttles begin landing at the Kennedy Space Center rather than the wide desert floor here.

During the approach and landing yesterday, Mr. Slayton reported, the Columbia was gliding in a little too low while still on autopilot.

When Colonel Engle took over manual control, as planned, he pulled the craft up at the flare, or the leveling-off point in a steep descent, then came in for the touchdown. Its velocity at the flare was 240 knots, about 40 lower than expected, because of head winds.

Last night, after the Columbia was towed off the dry lake bed where it landed, it was moved into a hangar and weighed. It had taken off Thursday weighing 232,600 pounds. It returned weighing 104,000 pounds, the difference accounted for by the consumption of fuels during flight. The shuttle's gross weight was about 3,400 pounds less than expected, Mr. Slayton said, which indicated its fuel expenditure exceeded predictions.

Even with the dead fuel cell, Mr. Slayton said, "We could have continued this flight reasonably safely to full mission," but he added that what would have been gained by a longer flight did not justify the risk.